

# SLIM GAUGE CIRCULAR



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RIO GRANDE SOUTHERN

# RIO GRANDE SOUTHERN GALLOPING GOOSE MOTOR NUMBER 2

A SHORT HISTORY BY JAMES COLDICOTT

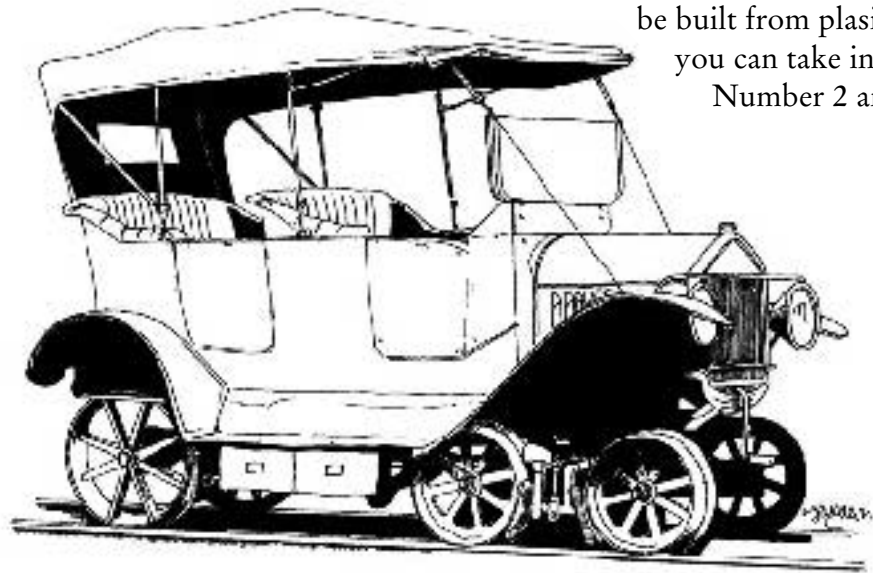


1931 found the Rio Grande Southern Railroad in a perilous position. Having been completed in 1891 it's primary purpose was to serve the mines at Rico, Ophir and Telluride. 1892 was a great year for the Railroad and one cannot help but imagine how optimistic Otto Mears and his backers must have felt. But how quickly things can change. With the repeal of the Sherman Silver Purchase Act by Congress just a year later the mines became unprofitable and the future of the Railroad was less than secure. The decline continued steadily until 1929 when a landslide at Ames blocked the line with an estimated \$30,000 needed to reopen it.

Now facing bankruptcy the Courts appointed Victor A. Miller as receiver. Desperate to keep the RGS alive crews started work clearing the landslide in June 1930 and had the line open in less than a month at a cost of \$2000! Further changes were made including using RGS motive power instead of leased loco's from the D&RGW, a policy of home repairs on engines and the appointment of

Forest White as General Manager. All in all Miller was saving the line \$57,000 per year but more was needed and so came into existence the 'Galloping Goose'.

Both the D&RGW and the RGS had a long history of using inspection cars created from converted automobiles. D&RGW's Ford Model T car M3 is illustrated here. RGS Motor Number 1, a converted Buick with an open stake body (later enclosed) lasted only 2 years from trials in May 1931 to some time in 1933 but those trials indicated savings of \$462.19 in roughly 2 weeks compared to steam operation - and so it was that in Miller's eyes Galloping Geese represented the future for the ailing line.



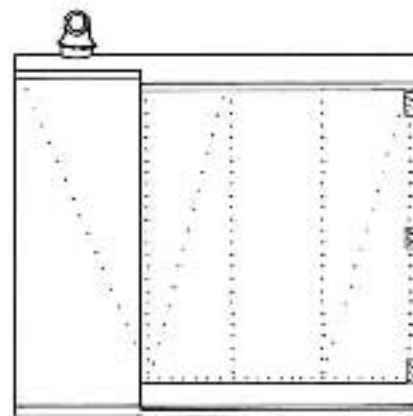
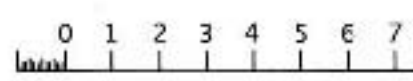
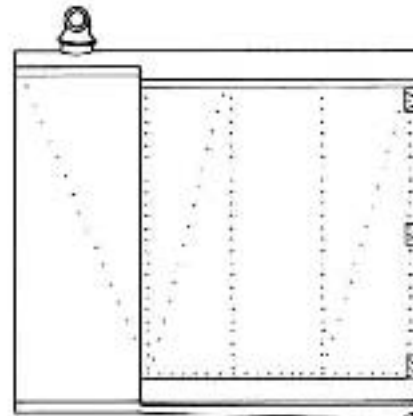
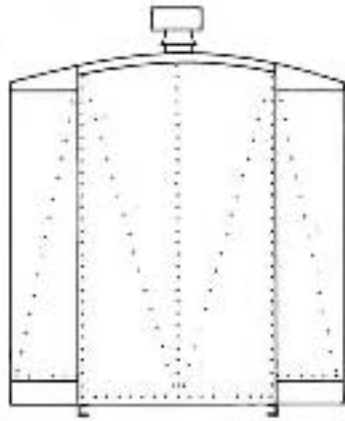
Motor Number 2 was a considerable advancement being almost twice the weight of Number 1 (10,300 lbs compared to 5300lbs). It was originally based on the same Buick engine and slightly larger 'Master Six' 4 door Sedan until rebuilt with the more familiar Pierce Arrow '80' body. The drawings overleaf show Motor Number 2 as built and with the later Pierce Arrow body. The Geese were originally painted a dark colour (black or possibly dark green) with white lettering and later silver with black lettering.

With Bachmanns production of Goose Number 1 kit-bashing Number 2 could be a fun project. Grandt Line produce a suitable 4 wheel drive truck as part of their Number 6 kit. They also make beautiful hinge mouldings for the doors, steps and other useful items. The body could be built from plasticard. Alternatively you can take inspiration from Number 2 and come up with

your own unique 'Galloping Goose'. Either way have fun and remember that we'd love to see photo's of the results of your efforts or the models themselves at Bilton.

**BIBLIOGRAPHY AND FURTHER READING**

*Colorado Rail Annual Number Nine - Hauck, Chappell & Richardson - Published by The Colorado Railroad Museum.*  
*The R.G.S Story Volume 12 - McCoy, Collman, Ehernberger & Bradford - Published by Sundance Books*  
*The Colorado Railroad Museum - www.crrm.org*



RIO GRANDE SOUTHERN  
 GALLOPING GOOSE  
 MOTOR NUMBER 3

DRAWN BY JAMES COLDICOTT | 2006

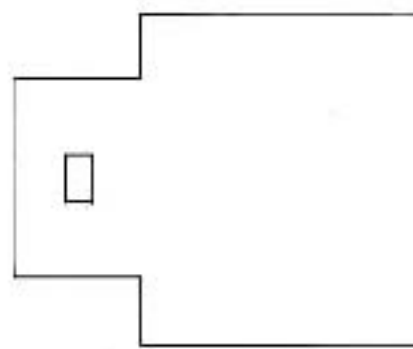
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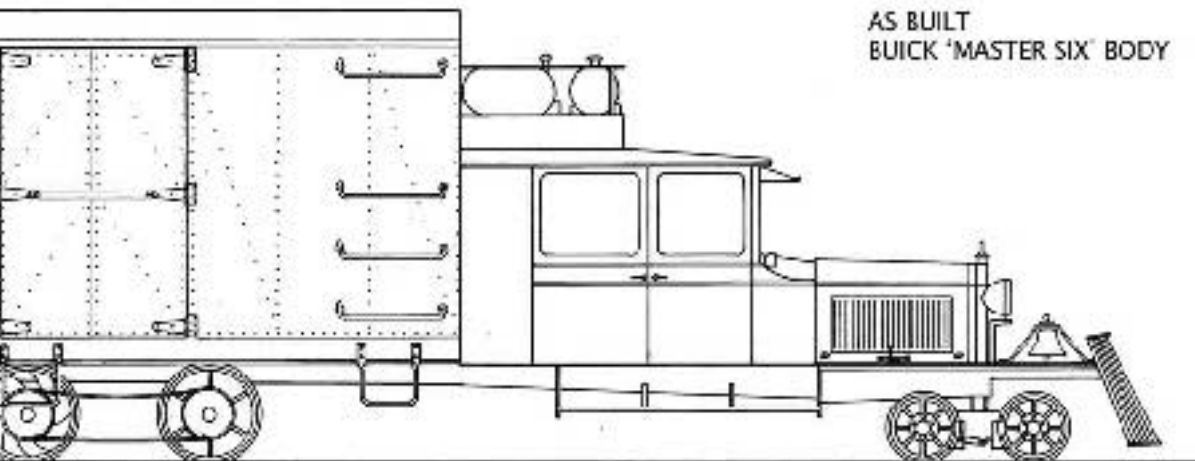
KNOWN DIMENSIONS:

- REAR WHEELS - 24"
- REAR TRUCK WHEELBASE - 3'10"
- FRONT WHEELS - 16"
- FRONT TRUCK WHEELBASE - 2'4"
- TRUCK CENTRES - 18'3"
- BOX LENGTH OVERALL - 18'3"
- BOX WIDTH - 7'0"
- MAIN BOX LENGTH - 15'7"
- BOX REAR SECTION - 2'8"
- BOX REAR TO TRUCK CENTRE - 11'1"

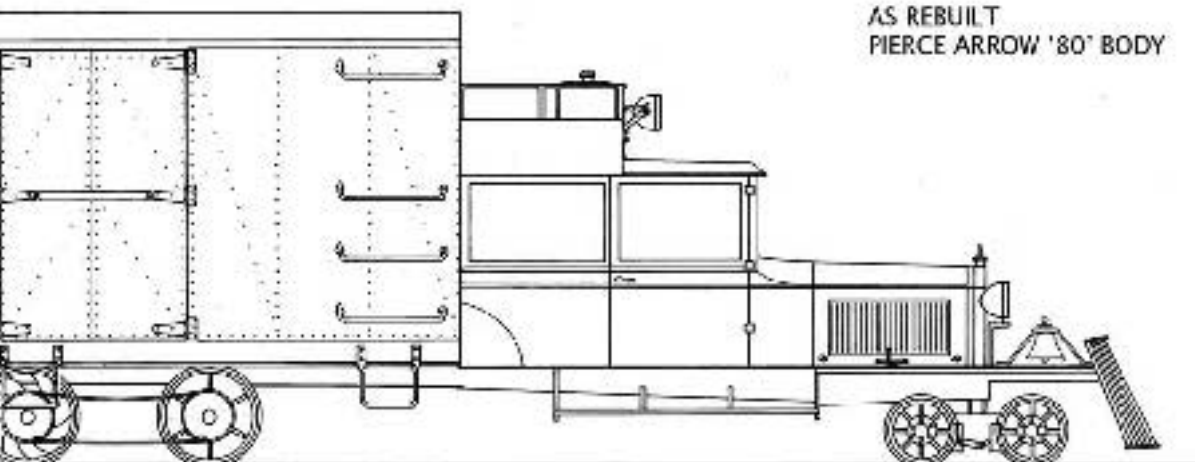
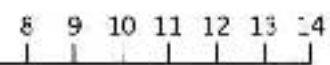
ALL OTHER DIMENSIONS CONJECTURAL - FROM PHOTOGRAPHS

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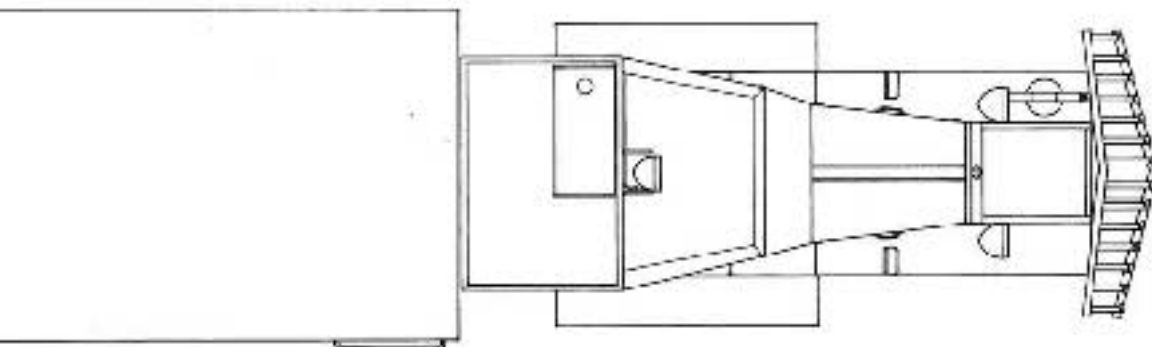




AS BUILT  
BUICK 'MASTER SIX' BODY



AS REBUILT  
PIERCE ARROW '80' BODY



RGS Motor Number 2  
now resides at the  
Colorado Railroad  
Museum where these  
photo's were taken  
by the author in 1989



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